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PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
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Hongkong, 1st October, 1908. [a40-2]

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SHEWAN, TOMES & CO.,
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Hongkong, 29th April, 1908. [a1647-]

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Hongkong, 8th March, 1909. [a33]

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Hongkong, 6th April, 1904. [a43-2]

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Hongkong, 16th October, 1907. [176]

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Hongkong, 21st July, 1908. [1019]

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Hongkong, 13th August 1908. [23]

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Hongkong, 17th April, 1907. [415]

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Hongkong 1st April, 1908. [48]

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Electrically Lighted; Electric Fans (if
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Hongkong, 24th July, 1905. [a230]

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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[a1623]

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[a196] THE MANAGER.

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Hongkong, 12th February, 1909.

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Correspondents must forward their names and
addresses with communications addressed to the
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BIRTHS.

On February 8th, at Weymouth, wife of Staff
Surgeon J. Mowat, H.M.S. Triumph, of a son.
On February 9th, at Portsmouth, wife of Vice-
Admiral C. G. Rossington, of a daughter.

DEATH.

ANNA FRANCISCA FERREIRA BARREDA at her
residence No. 8 Robinson Road, Hongkong on
the 10th March, aged 77 years. Macau, Shang-
hai and San Francisco papers please copy. (C)
At Goshal, Germany, on 14th February, Dr. C. C.
STREHLING, late Commissioner of Chinese Im-
perial Maritime Customs, aged 69 years.HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET. EC

The Daily Press.

HONGKONG, MARCH 17TH 1909.

The news which comes from Persia is still very far from reassuring, but the telegrams do not show the situation to be worse than it has been for the past two or three months. What is chiefly remarkable about the news is the suggestion it gives of a changing attitude in Russia towards Persia. The reactionary *Novoye Vremya* of St. Petersburg which had hitherto stood uncompromisingly on the side of the SHAH has recently deserted his cause and its Teheran correspondent a month ago avowed that "any improvement of the situation is impossible under the present Government." To-day we have the information, apparently through the same correspondent, that Government levies are marching on Julfa, burning the villages along the line of march and killing the inhabitants including apparently some Russian subjects. Julfa is close to the larger city of Isfahan which was captured about the beginning of the year by the Bakhtiari, when the Governor of the city sought refuge in the British Consulate which he left about three weeks later under a safe conduct

signed by the Bakhtiari chief. The levies which to-day's telegram mentions possibly represent part of the troops which the Government have dispatched to re-take Isfahan. Evidently the country is in a chaotic condition. In the provinces of Osalain, Karganrud and in Laristan there have been similar revolts resulting in the expulsion of the Governors by the inhabitants. Away in the north-western corner of the country bordering on Caucasasia, a strong revolutionary army has been operating for months past, successfully holding the town of Tabriz against all attempts on the part of the Imperial troops to oust them. The leaders of the rebel armies, operating respectively at Isfahan and at Tabriz, arranged a convention some little time ago, for combined action against Teheran, and the clergy are reported in telegrams published in recent mail papers to be invoking blessings on these "leaders in the struggle for the defence of faith and liberty." This combined movement against the capital was to begin when the warmer weather set in, so that news of the advance is about due. Judging by the results of the engagements which have already taken place between the Government troops and the revolutionary forces the latter will make the attempt fully confident of victory. The revolutionary forces seem well supplied with military stores and provisions, and led by capable commanders, while every effort of the SHAH's troops to re-establish the Imperial authority seems to have signally failed. They have been baffled at Tabriz and at Isfahan and an expedition lavishly equipped with Generals and artillery sent to suppress the risings in Osalain and Karganrud was ignominiously routed. If Russia and England intend to take any action in Persia it cannot be long delayed. The time would seem to have passed when conciliation between the SHAH and the Constitutionalists is any longer possible, and the Anglo-Russian scheme for pacifying the country on this basis has probably been too long delayed to be of any practical use in a situation such as that which now prevails in Persia. By burning down villages and slaughtering their inhabitants the SHAH's troops have begun the bloody revolution which has so long been feared in Persia, and the situation is one, therefore, of the utmost concern to the interested Governments of Russia and Great Britain.

The only American dentist in Cavite has left there for Hongkong.

A hukou was removed from the Central Police Station yesterday suffering from smallpox.

A sailor who appeared before Mr. J. B. Wood at the Magistracy on a charge of cutting and wounding the quartermaster of the *Mathilda Kover* was yesterday sent to jail for six months.

France is to have a Commercial Attaché in the Far East, with headquarters either in Peking or Tokyo. A sum of 25,000 francs has been allocated by the Government in connection with this decision.

The two Indian soldiers accused of stabbing a computer at the Rajput Barracks, Kowloon, on Sunday, were charged before Mr. J. H. Kemp at the Magistracy yesterday with cutting and wounding. The hearing of the case was adjourned.

Another case of plague in Kowloon City was notified yesterday. It is distinctly satisfactory to observe that not a single case of plague has occurred so far this year in the City of Victoria. The fourteen cases reported since January 1st have all occurred at Kowloon.

Quite an enjoyable time was spent by those who attended the banquet and dance at Government House last night. His Excellency arranged the evening in honour of the American visitors. A few French and Japanese naval officers, as well as a number of the leading residents, were also present. Dancing was continued until after midnight. The Buff Band provided music.

A strike of tramway operatives has provided Manila with plenty of material for discussion. The service of trams in the city has been disorganised by the bulk of the men leaving their work, though exchanges to hand state that men are being trained to take the places of the strikers and the service is daily improving.

Mrs. Baxter, who took such a prominent part in the productions of the Kowloon Dock Amateur Dramatic Club, leaves for home this morning by the *Tamba Maru*. Prior to her departure she received from the members of the Dock Dramatic Club a handsome silver silver and enamel brush and tray in recognition of services freely given and highly appreciated.

The following gentlemen have been elected members of the Royal Society of Arts—John Ingram Andrew, Esq. Inst. N.A., Messrs. G. Fenwick and Co., Ltd. Hongkong; Cheow Cheung Lim, Esq. F.M.S.; Khoo Cheow Teong, Esq. F.M.S.; Khoo Siew Jin, Esq. F.M.S.; Hideni Maruta, Esq. F.M.S.; Bishi Dockyard and Engine Works, Nagasaki, Japan; and Wee Hap Lung, Esq. F.M.S. Among those proposed for election were: Percy Birkett, Esq. F.M.S.; Explosives Factory, Hiratsuka, Japan; and Thomas Kershaw, Esq. F.M.S., Kobe, Japan.

Before Commander Basil R. H. Taylor, R.N., at the Marine Magistrate's Court yesterday, four fishermen were fined \$10 apiece for using their boats other than for the purpose of fishing. They were fined a further \$5 each for allowing rubbish to be thrown into the harbour from their vessels.

Among recent changes in the Imperial Maritime Customs service is the transference of Mr. J. P. E. Jockle (who will be remembered in Hongkong musical circles) from Peking to Kewkiang, and Mr. R. D. Mansfield, son of ex-Consul General Mansfield, and assistant to the I.M.C. Peking, has been transferred to Mengtze.

Mr. Hellam, a Custom House officer from Wanchow, reported to the police yesterday that on Monday at midnight he took a risha at the Hongkong Hotel to proceed to Wanchai. On the journey he went to sleep, and was awakened by falling out of the risha. He then discovered that he had lost or been relieved of a black leather pocket book containing \$235, and a blank cheque on the Hongkong and Shanghai Bank.

A native who was arrested for stealing clothes from a house at Hunghom was charged before Mr. J. B. Wood at the Magistracy yesterday with larceny, and with returning from banishment. The defendant was banished from Singapore last year, and on arrival in this colony was exiled to China. His Worship sentenced him to one month's imprisonment on the first count, and to three months' jail and four hours' stocks on the second count.

Dominiador Gomez, who has been stirring up disaffection in the Philippines, has been sentenced to four months' imprisonment. The *Cable News American* reports the event thus: "Four months in jail was the sentence imposed by Judge Crossfield yesterday (March 12th) upon Dominiador Gomez, found guilty of threats, and unless the Supreme Court intercedes on mandamus proceedings presented by his lawyers, the wily politico-medico will be busy rolling pills in the dispensary of Bilbid after ten o'clock this morning, the hour set by the court for the Doctor's commitment to Bilbid."

ESCAPED.

A few days ago a Chinese was arrested while attempting to steal some money from a box on a tramcar. The police preferred the charge of being a rogue and vagabond against him, and his case came on for hearing before Mr. J. B. Wood at the Magistracy. After the evidence had been heard he was granted a remand to call a witness. On his way back to Shanklin, however, he eluded the hukou in charge of him and made good his escape.

ALLEGED EMBEZZLEMENT.

THE HONGKONG AND SHANGHAI BANK CASE.

Before Mr. J. H. Kemp at the Magistracy yesterday afternoon Yeung Kwai Leung, alias Yeung Pak Shan, late shroff in the Hongkong and Shanghai Bank, was arraigned on the charge of embezzling sums amounting to \$52,747.70. Prisoner pleaded guilty, and Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master) conducted the prosecution.

Shum Kun Sai was the first witness called. He deposed to entering the service of the Hongkong and Shanghai Bank in 1891, and leaving in March, 1896. He was head shroff during his time of service. Defendant was a shroff in the Bank on June 3rd, 1905. His duties were to receive and pay out money, and he was attached to the cashier's department.

At this stage His Worship asked for the facts of the case.

Mr. Gedge stated that the Tung Tak Tai Bank presented four slips at the Hongkong and Shanghai Bank with their pay-in book, the slips totalling \$52,747.70. The slips were handed to the prisoner and he initialled each. Amongst the cash was a \$40,000 cheque. The prisoner went to the European counter, got the signature of the cashier, but did not get the signature of the note shroff on the counterfoils. Then he cashed the cheque, put the whole lot in his pocket, and walked out of the bank.

Witness then proceeded to state that in an ordinary case a shroff, when receiving money from a customer, initialled the slip and counterfoil, then he took the paying-in book, notes and cheque to the note shroff. After giving further particulars regarding the mode of transacting bank business, witness said he recognised the name of the defendant on the four slips produced. That meant that he received the amount mentioned on these particular slips, which did not contain the signature of the note shroff.

Further evidence was taken and the hearing adjourned.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report—

On the 16th at 12.20 p.m.—The barometer continues to fall over China, particularly in the North.

Pressure is still high over N. China, while it is low probably to the South of Japan. The Japanese returns are, however, not yet to hand.

Fresh E. and N.E. winds may be expected in the Formosa Channel, and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

Hongkong & Neighbourhood. (E to N.E. winds, fresh; fair.)
Formosa Channel. Same as No. 1.
South coast of China between Hongkong and Lamoo. Same as No. 1.
South coast of China between Hongkong and Hainan. Same as No. 1.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

"PRINCESS ALICE" DETAINED AT SINGAPORE.

BY DISCOVERY OF SMUGGLED OPIUM ON BOARD.

SINGAPORE, March 16th.

The German mail steamer "Princess Alice," homeward bound, has been detained a day at Singapore owing to a quantity of smuggled opium, worth \$4,320, being found on board.

The Chief Cook said he was unaware of the contents of the cases which he was asked by another officer of the Norddeutscher Lloyd to convey from Shanghai to Singapore.

The Magistrate reserved his decision, but released the mail steamer.

[Protected by the Telegraphic Message Copyright Ordinance, 1894.]

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS."]

"THE TIMES" AND HONGKONG UNIVERSITY.

LONDON, March 15th.

The "Times" in a leader advises the merging of the Chinese Emergency Committee's Scheme for the establishment of Medical Colleges in China, with Sir Frederick Lugard's plan for the establishment of a University in Hongkong.

CHURCH OF ENGLAND MISSIONS.

MESSAGE BY THE ARCHBISHOPS.

LONDON, March 15th.

The Archbishops of Canterbury and York have issued a Message to the Church over their joint signatures urging a more resolute and more continuous interest in Missions, especially in those in the Far East and in Africa, where the new movements, political and educational, are fraught with momentous issues.

THE SITUATION IN PERSIA.

LONDON, March 15th.

The "Novoye Vremya" of St. Petersburg states that 1,500 Government levies are marching to Julfa. They burned ten villages, four of which were occupied by Russian subjects, and massacred the inhabitants.

CHINA'S RAILWAY LOANS.

THE BRITISH MINISTER TO MAKE FORMAL REPRESENTATIONS.

LONDON, March 16th.

In the House of Commons, Mr. McKinnon Wood, Parliamentary Under Secretary of the Foreign Office, replying to Mr. Lonsdale, M.P. (Armagh), said it seemed clear that the terms of the Shanghai-Hangchow-Ningpo Railway Loan were not being observed, and Sir John Jordan, H.B.M.'s Minister at Peking, had been authorised to make formal representations on the subject to the Chinese Government.

Negotiations for a loan for the Canton-Hankow railway are proceeding.

THE OPIUM QUESTION IN MALAYA.

LONDON, March 16th.

Colonel Seely, the Under Secretary of State for the Colonies, replying to Mr. Rees, M.P. (Montgomery), said the Government would not attempt to reach final conclusions regarding the opium question in the Malay Peninsula until the Governor of the Straits Settlements (who is on his way to England) had been consulted, and the report of the Shanghai Conference had been considered.

FROM THE "CHUNG NGOI SAN PO."]

REBELLION IN SHANTUNG.

PEKING, March 16th.

The rebellion started by the members of the Tai Tu Secret Society in Chiuchuan, Shantung Province, is spreading.

The Peking Authorities have ordered the Governor of the Province to take steps to immediately suppress it, and to give adequate protection to missionaries.

CHINESE IMPERIAL BANK NOTES.

PEKING, March 16th.

The Board of Finance has instructed Provincial Authorities to accept notes issued by the Chinese Imperial Bank in payment of Custom and other duties.

POSTAL COLLEGES.

PEKING, March 16th.

It is the intention of the Board of Communications to establish Postal and Telegraphic Colleges in Kiangsu, Hupeh, Fukien and Chekiang.

TORPEDO BOATS COLLIDE.

Tokyo, March 16th.

During the manoeuvres of the torpedo boat flotilla near Kobe, a number of the vessels collided.

Considerable damage was done, but none of the boats sank.

AN OFFICIAL DENIAL.

Tokyo, March 16th.

The Japanese Government denies that it has made arrangements with Turkey to establish an Embassy at Constantinople, or to permit Turkey to send an Ambassador to Tokyo.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. R. O. Hutcheson presided, and there were present Hon. Mr. W. Chatham, C.M.G., (Vice President) Colonel Bedford, Hon. Mr. E. A. Hewett, Hon. Mr. Irving, Mr. A. Shelton Hooper, Dr. G. H. L. Fitzwilliams, Mr. Lau Chu Pak, Dr. F. Clark (Medical Officer of Health) and Mr. A. Gibson (Secretary).

THE SCAVENGING CONTRACTOR.

The ASSISTANT MEDICAL OFFICER OF HEALTH reported that he had made an inspection of the boats used by the scavenging contractor for Tsin Tsin Tsin. He recommended that four of the boats be not accepted and that boats up to the standard size be required. All boats should be decked. If the boat had no deck it was piled up with rubbish which in all probability was thrown into the harbour at the earliest opportunity. As it was only the beginning of quite a long contract he considered it would be reasonable to ask that the boats be brought nearer to contract requirements as they were sure to get less as time went on through accidents, etc.

Mr. HOOPER minuted—I quite agree with the Assistant Medical Officer of Health.

Dr. FITZWILLIAMS minuted—I think the conditions of the contract should be insisted upon and that if the total number of boats supplied does not give the necessary piling this must be made up by an increased number of boats, it being rather an advantage to increase the number than the size of the boats owing to the depth of water at low tide.

The PRESIDENT proposed that the contractor be told that he has got to provide boats up to the full piling, and to have those boats decked as recommended by the Assistant Medical Officer of Health.

Mr. HOOPER seconded, and the contractor was called before the Board and informed accordingly.

EXAMINATION OF BODIES.

A letter was read from the Colonial Secretary in reply to a communication from the Board in which he wrote that he was directed to state that there was no provision in the Ordinance of the Colony authorising the examination of a body but the coroner had the right of ordering an examination for the purpose of an inquest. The question of conferring powers to grant permits for examination was now engaging the attention of the Government.

Mr. HOOPER minuted—The Government should be advised to confer the power of granting permits for examination to the Sanitary Board, who have the control of the cemeteries.

Mr. LAU CHU PAK—What is wrong with the usual procedure? The Registrar-General is the registrar of deaths should be given authority, as at present.

The MEDICAL OFFICER OF HEALTH—I think it would be more convenient to vest this authority in an individual, either the Superintendent of Police or the Registrar of Deaths.

Mr. HOOPER—Have you any further information from the Government?

The PRESIDENT—I have no further information than is given in this letter. I understand they are taking steps.

Mr. HOOPER—I think the Government should be asked to submit for our consideration any amendment of the law before it is introduced. We might be able to make suggestions.

Mr. LAU CHU PAK—In the meantime the Chinese are suffering great inconvenience. They are constantly sending up for permits for examination which nobody can grant.

Mr. HOOPER—That is the unfortunate state of the law.

Dr. CLARK—If nobody can give permits anybody can give permits.

Mr. HOOPER—No. I am advised that to remove a body without a permit is a misdemeanour.

Mr. LAU CHU PAK—Pending the decision of the Government I move the appointment of a sub-committee to issue permits.

Mr. HOOPER—You can't.

Hon. Mr. HEWETT—Nobody in the colony has power to issue permits.

The REGISTRAR-GENERAL—We may point out to the Government that this is causing inconvenience to the Chinese.

The PRESIDENT—I think the Government understand that.

On the motion of Mr. LAU CHU PAK, seconded by Dr. FITZWILLIAMS, it was agreed that the Government be asked to take urgent steps in this matter.

RAT RETURN.

The return for the fortnight ended March 6th showed that 1206 rats were caught in the City of Victoria, fifteen of which were found to be infected. In Kowloon 207 were caught, and of these six were infected.

DISCIPLINE OF THE DEPARTMENT.

The following letter was read from the Colonial Secretary:—"Sir, I am directed to inform you that Mr. Shelton Hooper's minute on the subject of the method of dealing with complaints by the public against officers of the Sanitary Department has been laid before the Governor. His Excellency desires me to point out that the rules under which any offences or dereliction of duty by any Government officer of whatever grade or standing are laid down in Colonial Regulations, 49.73 and it is not within the discretion of the Government to act otherwise than in accordance with these regulations. There is no exceptional treatment in the Sanitary Department the officers of which like those of any other department are subject to the rules of the service. As I informed you however in my letter of 9th ult. His Excellency desires that the Board should be fully informed of any action taken by the Head of the Department and should have the fullest opportunity of expressing their views and of making any recommendations to the Government."

Mr. HOOPER minuted—I regret very much that His Excellency the Governor does not approve of the suggestions set out in my minute which contained nothing inconsistent with the Colonial Office Regulations.

Mr. HOOPER—I wish particularly to emphasise that minute, Sir. I have looked at the Colonial Office Regulations, and there is nothing at all inconsistent with what I suggested in my minute. I particularly abstained from wishing either to suspend or dismiss any officer, and the regulations quoted only deal with that.

AN INFECTED AREA.

Mr. HOOPER drew attention to the fact that of the fourteen cases of plague that had already occurred this year, ten were from Kowloon City. He wished to know if anything could be done to stop this.

It was decided to ask the Medical Officer of Health to make a special report on the matter.

RE-NOMINATION OF MR. LAU CHU PAK.

The SECRETARY read a letter from the Government notifying the Board of the re-nomination of Mr. Lau Chu Pak.

The PRESIDENT stated that the whole Board were very pleased that Mr. Lau had consented to be re-nominated, as he was an acquisition to the Board and a useful member, not only on account of the work he had done at the Board meeting, but also outside (applause).

Mr. HOOPER—What about his colleague?

The PRESIDENT—At the moment I have no further information regarding the filling of the other vacancy, but I think it will be filled very soon.

LOCAL SPORT.

LEAGUE CRICKET.

Saturday's engagements are:
H.K.C.C. B. v. Craighengower
H.K.U.C. "A" v. E.G.A.
Kowloon v. R.E.

FOOTBALL.

A match is being arranged between representative civil and military teams to take place on the ground of the Hongkong Football Club on May 3rd. Proceeds derived from this source will be devoted to the Hongkong League.

V.R.C. ATHLETIC SPORTS.

The V.R.C. propose to hold their annual athletic sports on the Hongkong Football Club's ground on Saturday, April 10th. The programme as at present drawn up consists of nineteen items, and each event will take place under A.A.A. rules.

THE HONGKONG REGATTA.

The Hongkong Regatta takes place on Saturday afternoon. There will be a service of launches running to the sports area at Lauchek, and adequate arrangements have been made on the flagship for the comfort of spectators. The racing commences at noon, and continues until five o'clock, and in the interval between events the Buff Band will discourse music. In addition to ten rowing competitions, there are to be yacht races and motor boat races, and on the conclusion of the sport Mrs. Basil Taylor will distribute the prizes.

SUPREME COURT.

Tuesday 16th March.

IN ORIGINAL JURISDICTION.

BEFORE MR. H. H. J. GOMPETZ
(ACTING PRINCIPAL JUDGE.)

The Foo Kat Cheung firm brought two actions against Messrs. Schults & Co. In the first plaintiffs claimed \$124.05 paid to the defendants as the price of a case of cotton thread which it was alleged plaintiffs failed to deliver. In the second action the plaintiffs claimed \$316.34 paid as the price of 20 cases of sardines which it was alleged the defendants failed to deliver. Mr. Otto Kong Sing appeared for the plaintiffs and Mr. Bailey, from the office of Messrs. Johnson, Stokes and Master, appeared for the defendants.

Mr. Otto Kong Sing mentioned that his friend had pleaded the statute of limitations, and in view of that he would ask his Lordship to allow him leave to amend and to insert in the writ "balance of the price." In May 1905 the sum of \$390 was deposited with defendant firm for cases of cotton to be delivered as they arrived. Cases were delivered at periods of a year, and there was a balance of \$97.50 due. He did not think the statute of limitations applied. There had been deliveries on this deposit up till 1907.

Mr. Bailey said these were not the facts. The money was paid in respect of this case and there was no general account. The action was statute barred.

His Lordship informed Mr. Otto Kong Sing that he could frame his amendment. Plaintiff stated that one case was not delivered and though he applied for it he could neither get it, nor the return of the money.

After hearing other evidence his Honour reserved his judgment until the hearing of the second case to-day.

CORRESPONDENCE.

FAIR SPORT V. POT HUNTING.

[TO THE EDITOR OF THE "DAILY PRESS"]

SIR,—A letter appeared in your paper of 19th March over the signature of E. W. Carpenter deploring the apathy of the rowing men of Hongkong. With his remarks all having the interests of rowing at heart I can but agree. This I understand is not so much due to want of enthusiasm among the younger members of the Rowing Clubs, but to the apathetic indifference of the Committee, who are not as keen as they should be.

I am informed that the rowing will be shorn of much of its interest this season (Hongkong Regatta), in consequence of the unorthodox conduct of one of the Clubs who after agreeing with the others to row in similar class of boats will now take advantage of their possession of a lighter boat. If this is not put hunting I should like to know what is?

Another matter which should be settled is the composition of the crews for the "Nathan Challenge Cup." Is it restricted to Hong, Business, or what? For if the crews are restricted to Hong and not open to Business, the Civil Service boat should be barred as the crew covers such a range that it is hardly fair to the others, as men can be chosen from Government House down to the P. W. D. and Sanitary Board.

It is very disappointing," as Mr. Carpenter remarks, "for men who have trained hard and given up a good deal for rowing, if the Regatta, the chief event of the year, falls flat." Quite so, but if any Club, by reason of having better boats should insist on this advantage as against their less fortunate rivals, what then? If they should insist, the Regatta deserves not only to fall flat, but to be abandoned to show the disapprobation of the other Clubs at the very unorthodox conduct of the club in question.

Those responsible for the impasse will no doubt understand it and it would not be surprising were the other Clubs to scratch from such an uneven contest.—Yours truly,

FAIR SPORT.

Hongkong, 16th March, 1909.

TRADE NOTES.

At a large meeting of cotton masters, held in Oldham last month the matter of short time in spinning was discussed, but it was found that, according to the rules of the Federation, it would not just now be possible to get the owners of the requisite majority to fall into line to carry out such a measure. In the meantime, says Manchester correspondent, the trade is very depressed. The margin between raw cotton and the finished yarn is serious, the loss arising being in many cases fully one halfpenny per pound. There are sure to be numerous instances of lessened production, though it may be most difficult to get concerted action. The weaving section is also flat. Looms that were re-started a month ago are now being allowed to stand idle again. The demand from India is very poor at current rates. The native dealers of Bombay and Calcutta seem to think that values will be even lower later on in the season.

The increased demand for steam engines and boilers and another form of motor power furnishes an insight into the development of industrial life of Japan. The importation of these classes of machinery was not much more than 200,000 yen in the year preceding the China war, and has now reached within measurable distance of 3,000,000 yen annually.

Borings for oil have been made during the last ten years on Sakhalin Island without success, but have at last given promise of a paying investment, and a company has been organised by Russians, Germans and Chinese. During 1907 a Russian mining engineer found oil in immense quantities on the east coast of the island, one day's march to the north of the city of Nikolayevsk. Two German professors of geology analysed the oil, which was found to be of fine quality, containing very little paraffin, but also very little benzene, the valuable side product, in the refinery of oil. Refining will be begun next spring, and German machinery will be exclusively used.

HAMBURG LETTER.

[WRITTEN FOR THE "HONGKONG DAILY PRESS"]

19th February, 1909.

THE RECENT ROYAL VISIT.

The visit of the King and Queen to Berlin seems to have passed off to the satisfaction of everybody; their Majesties have expressed themselves much pleased with the cordiality of their reception and at their request the Kaiser has in a letter addressed to the Burgomaster conveyed their thanks and his own to the corporation and people of the capital. Everything appears to have been done to make the visit a complete success. Gaily decorated streets with a display of Union Jacks such as had never been seen before in Berlin—even the posters on the advertising columns were printed on the national ensign—sympathetic addresses by the corporation, both on the arrival of the royal guests and on the King's visit to the Rathaus, a gala performance at the Royal Operahouse, a State ball &c., &c., and what is perhaps more important, an orderly well-disposed crowd whenever they showed themselves in public, for the disturbance caused by a socialist mob in one of the streets hardly deserves recording; it was speedily quelled by the police and remained an isolated case. Out of consideration for the health and comfort of their Majesties, the weather being fine but cold, there was no grand review of troops, but the Kaiser anxiously to show full military honours to the King had given orders that on the first day generals, officers of the army and navy and non-commissioned officers and men should appear in the streets in full parade dress and on the two following days in full dress and helmets—undress being forbidden—distinction hitherto reserved for his allies the Emperor of Austria and the King of Italy and of which the significance can be only adequately appreciated by those who have lived in a military country like Germany. No hitch of any kind occurred, if the accident to the carriage in which the Queen and the Empress were seated, in crossing the Schloss-bridge is excepted; it was fortunately attended by no serious consequences, simply necessitating a change of carriages.

Since the departure of the King the Corporation of Berlin has applied to the Kaiser for permission to name five new streets after the chief towns in the United Kingdom in commemoration of his visit, so that the capital will soon be able to boast of a London, an Edinburgh, a Dublin, a Liverpool and a Glasgow Street.

Every effort has been made to divert the visit of a political character, but it is hardly likely that political matters should not have been touched upon in conversation when so many important questions are awaiting solution. They were certainly discussed at the meeting between Sir Charles Hardinge and Prince Biliow, who has since expressed himself greatly pleased that the two Governments should be in full accord on all important points. The news of the conclusion of an agreement between France and Germany on the subject of Morocco arrived most a propos and has dispelled all apprehensions that may still have been entertained at that score.

The cordial reference to the visit in the King's speech at the opening of parliament on Tuesday and the appreciative mention in which the speakers in the debate on the address dwelt upon it, form a concluding chapter to its history full of promise with regard to the Anglo-German relations. May the hopes expressed on all sides be realized and all unkindly feelings between the two peoples disappear. Much will depend on the Press in both countries and so far no exception can be taken to the tone of the newspapers either here or in England.

THE REICHSBANK.

Preparatory to the renewal of the charter of the Reichsbank next year, a draft bill for the amendment of its present constitution has been communicated to the members of the Reichstag. No radical changes are contemplated, as the bank has on every occasion during the thirty years of its existence proved itself able to cope with the exigencies of the times even under the trying circumstances resulting from the boom and the crisis that followed in 1907 and 1908. In order however to ensure greater elasticity it is proposed to raise the limit of the issue of banknotes free of duty from 472,829,000 marks to 550 millions with a further latitude of 130 millions at the end of each quarter, when the demand for money as a rule becomes more pressing. No increase of capital, as was expected by some, is being planned, as it is feared it might affect the money market unfavourably, but it has been decided to augment the annual allotment out of profits to the reserve fund to M. 1,800,000.—so that the latter which at present amounts to 64,814 millions may by the end of the next ten years reach the figure of 82 millions. This it is supposed will exercise no appreciable influence on the money market and will obviate the necessity of falling back upon the reserve fund for the payment of the guaranteed dividend of 3½ per cent. which might possibly occur in troubled times if the hard capital were to be increased. In order to be able to allow a larger amount to the reserve fund the bill provides that of the net profits, after deducting the amount required for the payment of a dividend of 3½ per cent., a quarter shall go to the shareholders and three fourths to the state, but not until 10 per cent. have been placed to the reserve fund, of which one half is to be borne by the shareholders and the other by the government. It is argued that this entails no hardship to the former, as they receive full compensation through the increased profits likely to accrue from the extension of the limit of the issue of untaxed notes; besides the State wants money!

Another clause of the bill makes the notes of the Reichsbank legal tender, for although they have always been considered such from the begin-

ning, it has been considered advisable to fix this by law. Of course this will not relieve the bank of its obligation to redeem the notes in gold on presentation.

As a concession to the minor States of the empire, such as Bavaria, Saxony, Württemberg and others who jealously watch over the interests of their own issue banks, it is proposed that branch offices of the Reichsbank in districts where such exist, shall be obliged, if desired to do so, to give Reichsbanknotes in exchange for those of the other banks.

DEATH OF THE CHIEF MAGISTRATE.

It is barely twelve months since Hamburg lost its chief magistrate Burgomaster Mr. Münckeberg and I now regret to have to announce the death of his successor in office Dr. Otto Stammann on the 7th inst. He was born on December 11, 1835 the son of a well known medical man in this city; having studied law in Göttingen and Heidelberg he settled down as a lawyer here in April 1863 and soon afterwards entered into partnership with Dr. Octavio Schröder, afterwards Senator Schröder, the firm being joined at a later date by Dr. Thomsen and Dr. G. Nolte. In 1879 Dr. Stammann was elected a member of the Hanseatic Chamber of Lawyers and a few years later assessor of its court of honour. He entered the Senate in 1885 and there gained distinction in various departments; he became president of the board of education and subsequently head of the police; in 1906 he was nominated second Burgomaster. His death was due to failure of the heart after but a few hours' illness.

THE CHINA SOCIETY IN LONDON.

LECTURES ON KASHGARIA AND THE CHINESE "TAXI-CAB."

(FROM OUR OWN CORRESPONDENT.)

LONDON, February 12.

An interesting meeting of the China Society was held last night in the Caxton Hall, Westminster, under the chairmanship of Dr. M. A. Stein, F.R.G.S.

Professor Giles of Cambridge, undisturbed by the caustic comments in the Press from the pen of Professor Parker of Liverpool, exhibited the model that has been constructed in the engineering laboratory of Cambridge University on the specifications of the "taxi" used in China, a thousand years ago, according to the records of the China dynasty. An illustration of it is reproduced in another column.

With these statements in circulation it was only natural that people should regard stories of China as mere travellers' tales. The *Peking Gazette* dated back to the eighth century but that was no reason why the statement should be published that there had been 1900 editors, not one of whom had died in his bed.

These were tales—but this Chinese "taxi" was an established fact, mentioned in some of the earliest chronicles. In the Ching dynasty A.D. 265 to 419, the measured mile "drum carriage" was first recorded. It was described as being drawn by four horses and having a drum, on which the figure of a man beat at every 100 paces.

In A.D. 920 and 907 the carriage was described as being two storied, painted with figures of flowers and birds on all sides, containing on the lower part the figure of a man who beat on a drum at every 10, and on the upper part a bell which sounded at every tenth li.

In A.D. 1037 mention was made of a "south pointing chariot" of similar design but which had the figure of a man with the hand pointing south. This chariot, there was every reason to believe, was the first step towards the mariner's compass.

The legend ran that it was invented by a Chinese Emperor, about 2000 B.C., and used to extricate his army from a dense fog raised by the incantations of his enemy.

The model of this original taxi-cab was handed round for inspection among the interested audience, who examined it and Professor Giles delivered a lecture on the subject.

The lecture by Mr. George Macartney, C.I.E., on "Kashgaria, China's most western province," was another interesting item of the evening's proceedings.

The Chairman made a warm tribute to the lecturer's work as the representative for twenty years of the Indian Government in Kashgaria and Chinese Turkestan. No man living, he said, had a wider knowledge of the country.

With the assistance of an excellent series of slides Mr. Macartney described the country and its people. He disclaimed any new knowledge or any explorations over new territory. All he wanted to do was to show the manner of the people and the nature of the country in which he had lived for many years.

Tremendous passes were shown over the Hindu Kush mountains, then valleys and plains, deserts of shifting sands, and the nomad tribes passing to and fro. Also the town of Kashgar, where he had lived.

The Chinese official, he said, was a most criticised person but his view was that the mandarin's virtues were his own and his faults belonged to the system under which he lived. In a province or town where two hundred officials were needed for the administration there was generally a whole army of people who had paid money to obtain positions. The result was a system of allowing a man to remain in office only a short time, regardless of his ability, and then giving another man a chance to occupy himself for the original outlay. Thus, merit in office made haste to get rich.

The whole secret of the Chinese ruling power was a wide policy of toleration and non-interference with the religious and social habits of their subjects.

Doubtless complications would arise when the Mohammedan tribesmen became sufficiently civilised to demand a share in the government, as they had done in other parts of the world, but up to now the Mohammedans had realised that the Chinese govern them better than they could govern themselves.

There was no sort of patriotism among the people of Turkestan and that perhaps was why the Chinese ruled them easily. The best way he had found to settle a dispute between a Kurd and a British Indian was to give the conflicting parties a good meal and then let them talk it over. Such settlements were in most cases far more binding than any order from a Chinese official.

In proposing a vote of thanks to Mr. Macartney, the Chairman endorsed his remarks on the efficiency of Chinese rule in Turkestan and went so far as to say that no European government could have produced greater stability and contentment in the country.

REVIEWS.

High Life in the Far East. By JAMES DALZIEL. London: T. Fisher Unwin. (Colonial Edition).

This is a collection of fifteen short stories by the author of "In the First Watch, and other Engine-Room Stories." They relate chiefly to life upon the China Coast. In many cases, the prototypes of the characters could be named by those of us who have lived from fifteen to twenty years in Hongkong. Fables are exaggerated, perhaps, fallings dwell upon too luridly at times, but to the correctness of the portraits there can be no doubt. Some may cavil at one side of seafaring life being shown out of proportion, but, after thinking carefully over what we have seen during the past twenty years, we have arrived at the conclusion that the author presents a very real picture. Here we have the elemental emotions as exhibited in men who go down to the sea in ships, men who were reared in different surroundings in the country of their birth, but who cast education, home-training and the influences of western civilisation from them when they came into contact with the crude realities and temptations of an Asiatic environment.

Mr. Dalziel is to be congratulated on his work. He has a direct style which fastens and holds the attention of his reader, much humour, pathos (which gets dangerously near bathos at times) and considerable powers of description. "The Sickness of a Dream" is a powerful bit of writing, and "Above Normal" is scarcely inferior. It is almost a pity that "A Gaudy Night" was put in to fill out the volume. It may be a true episode. But it is not creditable to us as a race, and we think the author's artistic sense will convince him that he has made an error of judgment. Drunken men "on a jag" are never a pretty sight, and are seldom amusing to themselves or others, even in Hongkong. "Love for a Year" suggests "Madame Butterfly" without Puccini's exquisite orchestration. It is a difficult subject treated with much delicacy and artistic feeling, and shows that Mr. Dalziel is capable of the best class of work. We can recall no book which so vividly suggests the atmosphere of Hongkong on a summer night. If he is at all ambitious, he might well try his hand at longer stories. We have no hesitation in recommending "High Life in the East" to those of our readers who like their fiction strong and possessed of an elemental of fact.

Duchinka by LUCAS CLERVE. London: John Long.

"Duchinka" is a story of Russian Society wherein love, passion, infidelity, and intrigue struggle for supremacy. The characters are drawn from the nobility and the author appears to have their little pailties at his fingers' end for the utter *sting* of the inveterate gambler Boris, who never thinks of a stake less than 100,000 roubles, or a forest or two requires a personal acquaintance to be so thoroughly described. The Princess who bears the title of the book is undoubtedly charming and we can admire the nobleness of her character and appreciate her sense of duty when she enters into matrimony with the man who had gambled for her with her lover, knowing full well that she was perhaps spoiling for lives, but still she did not falter. Towards the end the reader is kept in an aggravating, yet fascinating, suspense for such heavenly, delicious joys are evidently in anticipation that interest is well sustained throughout, and when the marriage eventually becomes one of perfect bliss there is no fault to find with this simple love story.

Occultism and Common Sense. By BRUCKER WHILSON. London: T. WERNER LAURIE.

This book is particularly to be recommended to all aspiring students in the occult for the author puts before the reader in a clear concise form the many obstacles encountered when first he ventured into the mysterious sphere and his remarks and advice on the pushing and qualifying theories which confronted him are helpful and opportune. To biased sceptics who question the existence of phantasms, hallucinations, the survival of personality after death, manifestations in the spirit, and the many other psychical phenomena there is a depth of practical and rational reasoning. The many accounts of visions and visitations told in the words of the participants will be found deeply interesting and as the more important instances have been carefully investigated and authenticated by eminent scientists and by members of the Society for their carry conviction to many minds for Psychological Research. The volume should be included in all libraries and is well worth reading.

Whittaker's Pearls, Baronage, Knightage, and Companionship.

As the preface tells us, the volume, though it makes its appearance with a considerable exterior improvement, has no very notable change in respect of its contents. A new feature is the addition of eighteen pages to the Introduction in the form of an "Official Glossary." The work has been carefully revised and newer honours have increased this entails so little attention. The volume will be recognized by a handsome blue cover printed in gold.

The Phoenix and the Carpet. By E. NESBIT. London: Unwin's Library.

As the title suggests, this is a story for children. Written with charming simplicity and admirably illustrated it is bound to appeal to other than young folks, and grown up people will read with interest the adventures of the four children which follow their restoration to life of the phoenix.

The Englishwoman's Year Book London: Adam and Charles Black.

In these days with their growing spheres of work and interest for women, publication such as this is bound to supply a felt want and the popularity of "The Englishwoman's Year Book" indicates how well Messrs. Black have supplied this need. The publication is too well known to call for any introduction, and it is sufficient to say that the new editor has held well in view the ideal of usefulness. The book well commands itself to busy people interested in women's work.

Three Armed. By HAROLD BINDLOSS. John Long's Library.

To all lovers of good stirring tales of the sea and its manifold dangers, we can confidently recommend this story by Harold Bindloss as one of the best of its kind which has appeared for some time. His accounts of fierce struggles with the element, adventurous cruises where the intrepid sailors of the small coasting craft took their lives in their hands are exciting and interesting and the love romances which the author has interwoven add additional charm. The chief theme, however, is the fight for the freight trade between Vancouver and the Western ports of the Dominion and the skill with which the overthrow of the monopolist is told throws an illuminating side light on a subject which is not frequently discussed.

Principles and Practice of Boiler Construction. By W. D. CRUIKSHANK, M.I.M.E., late Chief Engineering Surveyor to the New South Wales Government. Sydney: Angus and Robertson, Ltd.

This is a second edition of the book, which has been revised and enlarged. It is written in a clear, practical style so that anyone with the slightest mathematical knowledge can follow it easily; and the examples given and worked out, together with the very clear illustrations render it a book that supplies a distinct want. So excellent a book is it that one's only disappointment is that the author has not gone a step farther and by a few still more elementary dealings with the various styles of the Cornish and Lancashire boilers made it a text book for the Technical College and student. Certainly it is a book which ought to be included in the library of all who are interested in boiler construction. Our review copy comes from Messrs. Kelly & Walsh, Ltd.

PRINCE RUPERT.

A GREAT SEAPORT BUILT TO ORDER—ITS COMMERCIAL POSSIBILITIES.

In Canada, in Great Britain, and in the United States, every second person wants to know all about the Pacific terminal port of Canada's new transcontinental railway. I can vouch for the existence of this widespread interest, having received several hundred enquiries from the three countries in question—90 per cent of them from complete strangers. Much of this curiosity originates, no doubt, in the fact that this, the first instance on record of building a great seaport to order, has touched the popular imagination throughout the English speaking world. Moreover, the name chosen for the new city on Kaien Island—a very happy reference to the historic appellation of Western Canada which was known as Rupert's Land for over two centuries—has an appealing touch of romance. Every schoolboy knows, or ought to know, that Prince Rupert was a born leader of cavalry, and that he was also the first governor of the "Honourable" Company of Adventurers trading into Hudson's Bay.

The great feature of the city in its unfinished condition is the harbour, the finest and safest in all Canada. The search for a suitable site for the terminal port of a transcontinental railway system was long and arduous, the company's explorers spending many months in the examination of the broken coast-line. In the end the choice fell on Kaien Island with its fine encircling channel, which is protected by Digby Island from the heavy roll of the mighty Pacific. This channel makes the harbour, which is fifteen miles long, a mile in breadth, and twenty-five fathoms in average depth. There is good holding for anchors on the bottom, and at least thirty feet of water at a neap tide alongside the temporary wharves at present in use. The nature of the entrance to the harbour has been criticised, but the following authoritative opinion should be final. Captain Parry, R.N., of H.M.S. *Egeria*, contradicting the assertion in a Vancouver journal to the effect that one of his officers had declared a direct run from the open sea to the harbour quite impossible, wrote as follows:—"The finished survey of Kaien Passage and the approach to Prince Rupert generally will be produced by the Admiralty for use, as soon as possible, and it is no breach of etiquette on my part to say that the result of our survey is entirely satisfactory in so far as the approach to Prince Rupert from seaward is concerned, and, when the ordinary aids to navigation—viz., first-class lights, buoys, etc.—are established, Prince Rupert will have a direct route from seaward which will present no unusual difficulties to the seaman. The immediate approach to Prince Rupert is now very well marked, and with the establishment of additional lights, buoys, etc., which has already been commenced, the safety of the approach to Prince Rupert from the ocean is assured."

Naturally the terminal port on the Pacific—an ocean's commercial history of which has hardly begun—is assured, as such, of a very high position among the cities of the coast. Here are the trans-Pacific distances from the competing ports:—
Prince Rupert to Yokohama 3,260 miles.
Vancouver (or Seattle) to Yokohama 4,420 miles.
San Francisco to Yokohama 4,470 miles.
Every one is aware of the advantages in sea-distance of the advantage accruing to Prince Rupert from the fact that the transcontinental line serving the port is far superior to all others because of its low gradients and few curves. Not only so, but the route from the Orient flow that way eventually, but from the very first a large quantity of Western Canadian grain—for example, all that is grown in the Edmonton district—will proceed by way of Prince Rupert and round Cape Horn to the Old World markets. And when the Panama Canal is completed, and the distance by sea from Prince Rupert to Liverpool is cut in half, the proportion of Canadian wheat exported by that route will be largely increased. Indeed, Earl Grey's prophecy that the price of wheat will eventually be set at the new port on the Pacific may some day come to pass.

THERE IS NO
REASON WHY
ANY HOME
SHOULD BE
WITHOUT A

PIANO

WE HIRE FOR

\$10 PER MONTH

ROBINSON PIANO
CO. LTD.

[36]

Again, a large territory of incalculable resources will become tributary, so to Prince Rupert. Northern British Columbia, of which the old time placer miners have made the preliminary assay map, is unquestionably as rich in the precious metals and all other economic minerals as the much more developed Southern half of the Province. All this huge block of metalliferous country will be within Prince Rupert's sphere of commercial influence. The Grand Trunk Pacific will irrigate it with immigrants and with immigrant capital, the two requisites for the realisation of its many and manifold natural assets. Prince Rupert must also become a notable centre of lumbering, canning, and fishing operations. Outside the harbour are the finest halibut fisheries in the world, and a very large capital might be profitably employed in the exploitation thereof. This and many another rich harvest of the fertile soil is as yet ungathered.—Mr. E. B. Osborn, in a lecture on "Canada's New Trans-Continental Railway," at the Royal Colonial Institute on February 9th.

WIRELESS TELEGRAPHY FOR CHINESE EMPIRE.

The Board of Posts and Communications recently sent a despatch of an important nature to the Telegraph Administration, Shanghai, in which the question of a wireless telegraph installation in the interior was pointed out by the Administration as one of the most important needs of China to-day. It is said the Board, practically impossible to establish the ordinary land line across the great deserts between Peking and the extreme North West [Hsing Chiang, Altai &c.], but the natural difficulties could be surmounted by the use of wireless. Balkans's system, the despatch stated, is the newest and most efficient, and the Administration was instructed to make the necessary inquiries, and were also given a list of questions as to technical matters which it was their business to answer.

THE BRITISH POST OFFICE AT TIENTSIN.

In laying the Estimates for 1909 before the members of the British Concession at Tientsin, the Chairman of the Municipal Council mentioned that it was thought advisable by the outgoing Council to provide a guarantee of \$4,431.50 divided in proportion of 4th to the Senior Concession and 4th to the Junior Concession in order to keep the British Postal Agency open for another year so as to give the British Government further time to consider the question of making any loss on the agency an Imperial Charge. He was aware that his decision has yet been arrived at but the British Minister was addressing enquiries in order to ascertain the present state of the question.

BRAVERY OF A MERCHANT OFFICER.

The Imperial Merchant Service Guild have lately laid before the Royal Humane Society the case of Mr. P. Shearer, Second Officer of the China Navigation Company's s.s. *Changchow*, trading on the coast of China.

It appears that at the end of October last, whilst the crew of the steamer were being mustered, a Chinese quartermaster was accidentally knocked overboard. The vessel was lying in Yantai Harbour at the time, and Mr. Shearer immediately plunged in to the rescue. There was grave danger in doing so, for a five-knot current was running and the river was two miles wide. A boat was at once put out, but it took half an hour to rescue the two men, who were picked up a mile away from the ship. Both were in an extremely exhausted condition and were only brought round with the utmost difficulty.

The full facts were reported by the Guild as stated, and they have now received from the Royal Humane Society the bronze medal, together with a testimonial on vellum, signed by the Prince of Wales, as President of the Society, for presentation to Mr. Shearer.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived Shanghai at 5 a.m. on the 16th inst., and left for the C.P.R. str. *Empress of China* arrived Vancouver on the 12th inst. at 9.30 a.m. The J.C. str. *Tillamook* left Macassar on the 16th inst. a.m., and may be expected here on or about the 23rd inst. p.m.

How to be Beautiful—Keep your complexion, Mrs. Ellen's Crème, Charmande, Laist Charmande and Special Skin Tonic and Poudre Charmande will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents. [263]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lieber's.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

BY Mutual Agreement between the undersigned, the Business heretofore carried on by them at Canton under the style of LEIGH & ORANGE has been determined, all assets thereof will be realized and all debts paid by the undersigned C. B. THOMAS who will in future carry on Business as an Architect and Civil Engineer at Canton aforesaid under his own name.

LEIGH & ORANGE.
C. B. THOMAS.

Hongkong, 17th March, 1909. [480]

FOR SINGAPORE, PENANG AND CALUTTA.

THE Steamship

"LIGHTNING,"
Captain A. E. Gentles will be despatched for the above ports on TUESDAY, the 23rd inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
Agents.
Hongkong, 16th March, 1909. [478]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 18th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DAVID SASSOON & Co., Ltd.
Agents.
Hongkong, 16th March, 1909. [478]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "LOTHIAN,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th April or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., Ltd.
Agents.
Hongkong, 16th March, 1909. [479]

SHARP.

JUST GREAT DEMAND
FOR BLOUSE LENGTH.

433 INDIAN GAUZE OPENWORK \$1.00
32 INDIAN DOTTED MUZZ. \$1.25

HOOSAIN-ALI & Co.

No. 14, Queen's Road Central.
Hongkong, 16th March, 1909. [47]

HONGKONG ICE COMPANY, LTD.

IT IS HEREBY NOTIFIED that on and after this date, the Selling Price of Ice will be Reduced to HALF A CENT per pound.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong Ice Company, Ltd.
Hongkong, 11th March, 1909. [451]

ADVERTISE

Newspaper Advertising is the best of all publicity and the
"HONGKONG DAILY PRESS"
is the best medium in South China for Merchants and other business people who desire to reach the Purchasing Public.

Nothing creates such a good impression in business as the use of First Class Printing. Always select the best. It pays in the long run. The difference in cost between good and bad printing and material is not great.

THE "HONGKONG DAILY PRESS" PRINTING WORKS
turn out the Best Printing at Reasonable Prices. Let your Printing, Paper and Ink be as good as care and skill can make it.

PUBLIC COMPANIES

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, King's Building, on FRIDAY, the 19th March, at 12 noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

THE TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 19th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 3rd March, 1909. [400]

LUZON SUGAR REFINING CO., LTD.

NOTICE.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, King's Building, on FRIDAY, the 19th March, at 12 noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1908.

THE TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 19th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 3rd March, 1909. [401]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE FIFTEENTH HALF-YEARLY DRAWING of SIXTY-FIVE DEBENTURES (1896) of the HONGKONG CLUB, Payable on WEDNESDAY, the 31st March, 1909, will be held at the Hongkong Club House at 11 o'clock a.m., on FRIDAY, the 19th March, 1909.

Bearers of Debentures are invited to attend the Drawing.

By Order,
JAMES CRAIK,
Secretary.
Hongkong, 10th March, 1909. [446]

SANITARY BOARD OFFICE,
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the WESTERN Division of the City of Victoria occupied by members of more than one family, except those within the European Reservation or those parts of a domestic building used as a shop, office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of February and March.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room, all cubicle partitions, stair casings and stair linings, all ceilings and the undersides of roofs in main buildings, offices and servants' quarters and inclusive of verandahs.

The back yard must have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street.

The Government Limewashing Contractor is prepared to cleanse and lime-wash floors at the rate of \$1.00 per floor on application being made to the Secretary of the Sanitary Board.

A. GIBSON,
Secretary.
Dated this 1st day of March, 1909. [470]

NOTICE.

THE UNDERSIGNED having been appointed TRUSTEE of the CANTON CONDITION HOUSE COMPANY by Order of H.M. Supreme Court, dated 11th February, 1909, HEREBY GIVES NOTICE that the following LAND AND HOUSE PROPERTY WILL BE SOLD BY PUBLIC AUCTION at Canton on 20th MARCH, 1909, at 12 o'clock Noon, namely:

Lot 52 on the British Concession, Canton, measuring approximately 12,645 square feet, together with all Buildings erected on the said Lot, at a reserve price, based on the highest offer in writing, sealed or unsealed, submitted to the Trustee 24 hours prior to the Auction.

Terms—Cash on completion of transfer of Lot to Purchaser.

H. H. FOX,
H. M. Acting Consul-General,
Trustee for the Canton Condition House Co.,
Shamoen, 16th March, 1909. 459

NOTICE.

WE, the Undersigned, a well-established Firm trading in Human Hair, beg to inform the Public that we have now opened an Office in Hongkong at 127, Des Vaux Road, (first floor). Hitherto our Business has been carried on at Ka Ying Chou and Canton, but in the interest of our Patrons, and in order to make ourselves more widely known to prospective purchasers in this part of China we have thought it advisable to open the above Office for the transaction of our Hongkong Business.

We also desire to make known that the Goods supplied by us are of the best quality procurable and are subjected to a special process of cleaning and drying known only to ourselves.

To prevent imitation and fraud we have adopted a special TRADE MARK an illustration of which appears beneath.

LUN CHEONG
& Co.,
127, Des Vaux Rd.
(first floor),
Hongkong. [460]

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—
B. R.,
Care of "Daily Press" Office,
Hongkong, 13th November, 1906. [124]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from THE REGISTRAR, SUPREME COURT, to Sell by Public Auction,
TO-DAY (WEDNESDAY),
the 17th March, 1909, at Noon, at their Sales Rooms, No. 3, Des Vaux Road, corner of Joe House Street,
THE GOODS AND CHATTELS OF
THE "SHANGHAI HOTEL,"
Nos. 188, 189, 190 and 191, Connaught Road West.

Terms—As Usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 16th March, 1909. [475]

FOR SALE BY PUBLIC AUCTION.
(TO DISSOLVE A PARTNERSHIP)
On SATURDAY,
the 20th March, at 3 p.m., Opposite the City Hall,
THE following well-known Race Ponies:

"COCKCOMB,"
13.0, Winner of the Spring Cup, Race Club Challenge Cup and Consolation Stakes Shanghai, 1906, Consolation Cup Shanghai Spring Meeting, 1907, Gymkhana Cup Hongkong Races, 1908, and many Races at Hongkong Gymkhana. Ran prominently at last Race Meeting.

"EARTHQUAKE,"
12.3, Winner of Pagoda Cup Shanghai, 1907, Champions Amoy, 1908, Victoria Stakes Hongkong, 1908 and many Races at Hongkong Gymkhana.

Terms—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 16th March, 1909. [476]

ICE

WE HAVE MET THE CUT and are now Selling Ice from our Depot, Nos. 55 & 57, Des Vaux Road Central, for HALF A CENT PER POUND.

We have the ONLY FACTORY IN HONGKONG Manufacturing Ice from DISTILLED WATER and therefore we GUARANTEE ITS PURITY.

ORIENTAL BREWERY LTD.

Hongkong, 16th March, 1909. [474]

SUTTON'S SEEDS.

Special Selections for South China.
CHINA EXPRESS CO.
3, Duddell Street, Hongkong,
Shipping and Insurance Agents.
Hongkong, 22nd January, 1909. [50]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1448]

FILM! FILM!!

KODAK FILM.

DEVELOPING AND PRINTING
[SPECIALITY.]

A TACK & CO.

26, DES VEAUX ROAD, CENTRAL.

Hongkong, 12th March, 1909. [37]

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [657]

AUTOMATIC BROWNING.

POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
STERNSEN & Co.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Sizes and Sights.
SMOKELESS POWDER and CHILLED SHOTS. From No. 10 to 33SG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [1445]

TO LET

TO LET—FURNISHED.

NO. 25, CONDUIT ROAD (Offices)
Apply to—
THE ASIAN PETROLEUM CO. LTD.
King's Buildings.
Hongkong, 15th March, 1909. [468]

TO LET.

OFFICES in ALEXANDRA BUILDING.
Apply—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. [102]

TO LET

TO LET—FURNISHED.

UNFURNISHED—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.
Apply to—
Messrs. PERCY SMITH & SETH,
No. 5, Queen's Road Central.
Hongkong, 23rd February, 1909. [213]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.
Apply—
CHATER & MODY,
Victoria Buildings.
Hongkong, 1st February, 1909. [264]

TO LET.

NO. 6, OBSERVATORY VILLAS.
Kowloon, Fire-Roomed House; Electric Lights and Tennis Court.
"ERANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.
Apply to—ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 3rd March, 1909. [399]

TO LET.

A HOUSE in MOUNTAIN VIEW for one or two years.
Apply—
DENNY & BOWLEY.
Hongkong, 28th January, 1909. [219]

TO LET.

NOS. 2 & 3, BEAUFIELD ARCADE, facing the Parade Ground.
A 6-ROOMED HOUSE furnished or unfurnished at the Peak.
GLENSHIEL next to Plantation Road, Tram Station. Furnished 5 Rooms, for 6 Months from 5th May, 1909.
C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of June, 1909.

BEAUFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.
DWELLING ROOMS and OFFICES in Queen's Road Central.
GODOWNS in Duddell Street.
BELLILIOS TERRACE HOUSES, ROBINSON ROAD.
Apply to—
Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 12th March, 1909. [100]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SHEWAN, TOMES & Co.) Rents Low.
Apply to—
THE COMPASS ROPE DEPARTMENT,
E. D. SASSOON & Co.,
Queen's Road Central.
Hongkong, 25th February, 1909. [105]

TO LET.

GODOWN, No. 5A, DUDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st March, 1909. [98]

TO LET—FURNISHED.

"FUNG-SHUI" THE PEAK. To be let furnished for 8 months or longer.
Apply—
JOHNSON, STOKES & MASTER,
Solicitors,
8, Des Vaux Road Central.
Hongkong, 2nd March, 1909. [110]

TO LET.

WITH IMMEDIATE POSSESSION.
KOWLOON MARINE LOT 48, Yau-nan-ti, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LTD.
Hongkong, 18th January, 1908. [103]

TO LET.

NOS. 3 & 5, LYEEMOON VILLAS, KOWLOON. Electric Light installed.
Apply to—
LEO D'ALMAIDA & CASTRO,
No. 10, Queen's Road Central.
Hongkong, 3rd February, 1909. [272]

TO LET.

A HOUSE in Wong Nei Chong Road.
A HOUSE in RYDON TERRACE.
No. 10, DES VEAUX ROAD CENTRAL, 1st floor.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BONDAGE and No. 16B, Des Vaux Road next to the HONGKONG HOTEL.
FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st March, 1909. [97]

TO LET.

ROOMS in HOTEL MANSIONS, suitable for Offices or Chambers.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 11th November, 1908. [104]

TO LET.

STORAGE.
FOR COAL, TIMBER, &c.
TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.
ALSO FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FEET. 999 YEARS' LEASE.
For Particulars, apply—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [96]

TO LET.

TO LET FURNISHED, No. 7, Caine Road. Electric Light and Fans, from 1st of June for 7 months.
For further particulars apply to—
BUNN & BERLINGER,
15 & 17, Connaught Road.
Hongkong, 3rd March, 1909. [403]

BANKS

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND FL. 5,752,884.84
(about £479,407)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli) Palembang, Kotabradja, (Acheen) Bandjerwasi.
Correspondents at: Amoy, Hongkong, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:—
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.
On Current Account 2 per annum on daily balances.
On Fixed Deposits 12 months 4½ per annum.
" " 6 " 4 " do.
" " 3 " 3½ " do.
" " J. L. VAN HOUTEN, Agent.
Hongkong, 16th July, 1908. [25]

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP... Sh. Tael 7,500,000
[HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.]

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsingtau, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—
KÖNIGLICHE SIEBENHUNDERT (PREUSSISCHE STAATSBANK) Berlin.

DIRECTOR DER DISCONTO-GESELLSCHAFT.
DEUTSCHE BANK S. BLEICHRODER.
BERLINER HANDELS-GESELLSCHAFT.
BANK FÜR HANDEL UND INDUSTRIE.
ROBERT WARSCHAUER & Co.
M. A. VON ROYNSCHILDE & SOHN.
JACOB S. H. STERN.
NORDDEUTSCHE BANK IN HAMBURG, HAMBURG.
SAL. OPPENHEIM, JR. & Co., Köln.
BAYERISCHE HYPOTHEKEN UND WECHSELBANK, MÜNCHEN.

BRANCHES AND AGENCIES:
Amoy, Anqing, Foochow, Keelung, Swatow, Kobe, Nagasaki, Tama, Osaka, Tokyo, Yokohama.

HONGKONG OFFICE:
3, DES VEAUX ROAD.
Interest allowed on Current Accounts.
Deposits received on terms which may be had on application.
D. TOHDOW, Manager.
Hongkong, 11th March, 1909. [1518]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL... \$15,000,000
RESERVE FUNDS—
STERLING... \$1,500,000 at 2/—\$15,000,000
SILVER... \$14,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. GIBSON—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.
E. G. Barrett, Esq., E. Shellim, Esq., G. Friedland, Esq., R. Shaw, Esq., C. S. Gubbay, Esq., H. A. Siebs, Esq., W. Helms, Esq., Hon. Mr. H. A. W. Slade, C. R. Lenzmann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.
On Fixed Deposits:
For 3 months 2½ per cent. per annum.
For 6 months 3½ per cent. per annum.
For 12 months 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 22nd February, 1909. [20]

HONGKONG SAVINGS BANK.
THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3½ per cent. per annum.
Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [21]

GRACA & CO.,
(Established 1896).
No. 27 DES VEAUX ROAD.

Dealers in
POSTAGE STAMPS
and all Philatelic Goods.
Pictorial Post Cards. Birthday Cards.
MANILA CIGARS and CIGARETTES
Albums, Novels,
Tweezers, Hinges, Liners, Flower Seeds,
etc., etc., etc.

Inspection solicited. [125]

THE CHINESE TAXICAB.

[FROM "THE TIMES" OF FEBRUARY 17TH.]

By courtesy of Professor Giles, of Cambridge, we are able to reproduce below the specification of the mechanism of the Chinese measure-milo-drum chariot (or taxi-cab), which he has translated from the history of the Sung dynasty, A.D. 1027, and which formed the subject of a lecture reported in *The Times* on February 12. From this specification Professor Burton Hopkins has constructed the model of the chassis shown in the illustration. This model is not to scale as regards the diameters of all the wheels, but the numbers of the teeth are correct. The original chariot was probably constructed entirely of wood, and the relative dimensions of the wheels proper to that material would be different from those which must be adopted when metal wheels are used. Each wheel in the model is marked with a reference letter corresponding to a similar letter in the description.

The description is perfectly clear and consistent, and conveys to the reader the impression that it relates to a real thing which the author had probably seen.

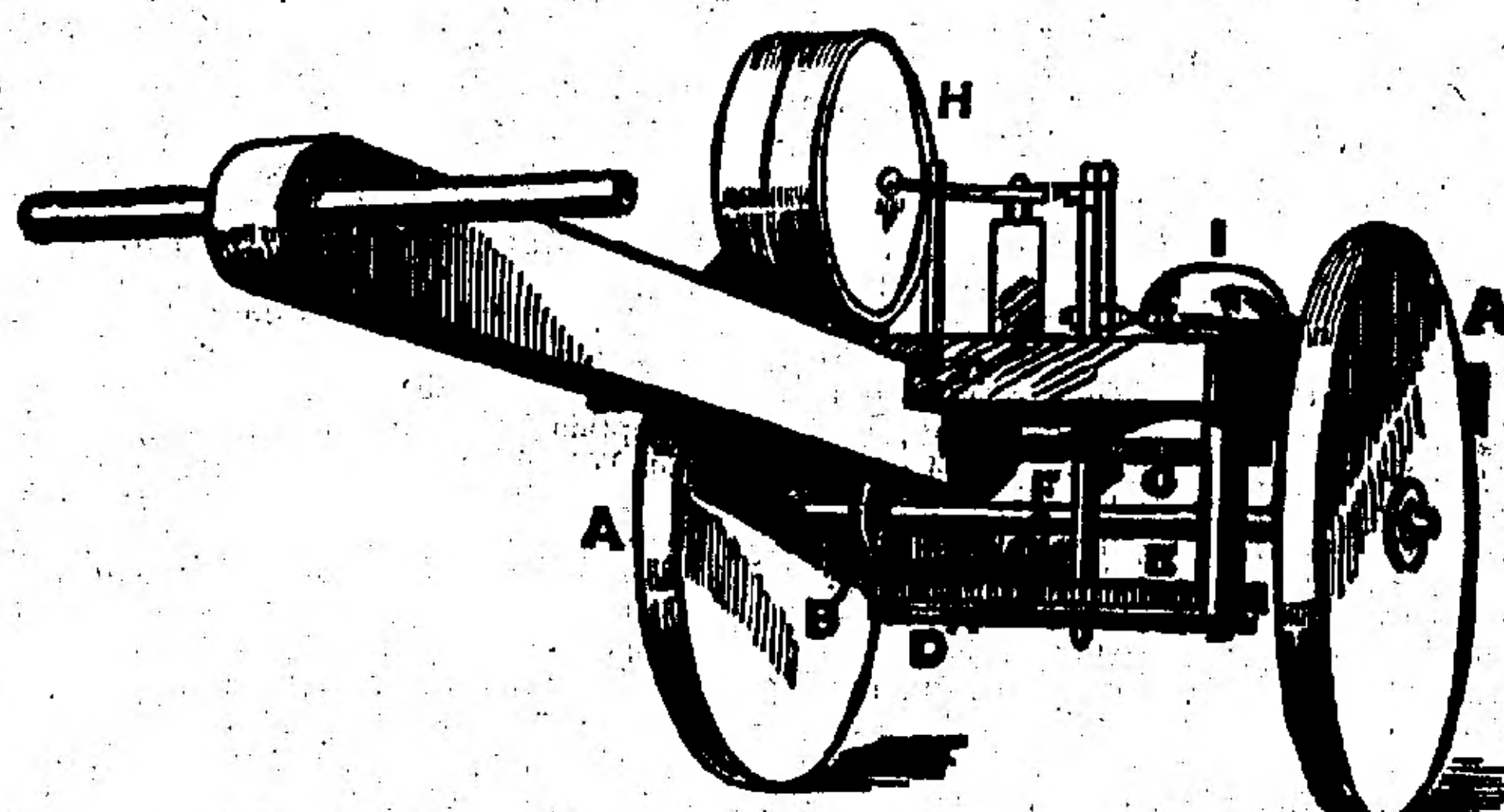
SPECIFICATION.

"The chariot has a single pole and two wheels. On the body of the chariot are two stores, each containing a curved wooden figure of a man holding a drumstick. The first wheel (A) is each 6ft. in diameter and 18ft. in circumference, and one revolution of these covers three paces—a pace, according to ancient measurement, being equal to 6ft., and 300 paces to a li, which is now reckoned at 360 paces of 5ft. each. A vertical wheel (B) is attached to the left foot; it has a diameter of 1.38ft., with a circumference of 4.14ft., and has 18 cogs,

which are 2.3in. apart. There is a lower horizontal wheel (C) with a diameter of 4.14ft., and a circumference of 12.42ft.; it has 54 cogs, the same distance apart as those of the vertical wheel (2.3in.). There is a vertical axle which passes through the middle, and on this is fixed a copper turn-wind wheel (D) with three cogs, the distance between these cogs being 1.2in. In the middle is a horizontal wheel (E) 4ft. in diameter and 12ft. in circumference, having 100 cogs, the distance between these cogs being the same as on the turn-wind wheel (1.2in.).

Next there is a small horizontal wheel (F) about 3.3in. in diameter and 1ft. in circumference, having ten cogs 1.5in. apart; also an upper horizontal wheel (G) having a diameter of about 3.3ft. and a circumference of 10ft., with 100 cogs, the same distance apart as those of the small horizontal wheel (1.5in.). When the middle horizontal wheel (E) has made one revolution the chariot will have gone on ft., and the wooden man in the lower storey will strike the drum (H). When the upper horizontal wheel (G) has made one revolution the chariot will have gone ten ft., and the wooden man in the upper storey will strike the bell (I). The number of wheels used, great and small, is eight in all, with a total of 285 cogs.

*The great confusion existing in the Chinese measure of length is a subject it is impossible to give an exact equivalent of in the English units. Various authorities quote its equivalent in metres from 442 to 645 (0.27 to 0.4 mile), and it is supposed to be one-tenth of an hour's march. At the Chinese Legation it is regarded as equal to 546 metres (0.33 mile).



The ancient "measure-milo-drum-chariot," or Chinese taxicab, was the subject of a short lecture before the China Society by Professor Giles, of Cambridge.

Professor Giles, who was introduced to the audience by the Chairman (Dr. M. A. Stein) as the foremost Sinologist in this country, said everything about China had a tendency to become more and more exaggerated in the statement, until at last nearly all traces of fact disappeared in a cloud of fiction. Such exaggerations were a source of much annoyance to genuine students, and entailed a considerable amount of discredit on Chinese studies. It was thus that the Chinese taxicab was treated with some incredulity. The existence of such a vehicle had been hinted at several times in the past few years, and as the result of his research he came across the following reference to it in the history of the Chin dynasty (A.D. 265-419):—"The measure-milo-drum-chariot is drawn by four horses. Its shape is like that of the south-pointing chariot. In the middle of it there is a wooden figure of a man holding a drumstick towards a drum. At the completion of every 10 li the wooden figure of a man in the lower storey strikes a drum, and at the completion of every 10 li a man in the upper storey strikes a bell. There is a pole with

a phoenix-like head, and a team of four horses. Formerly the chariot held 18 soldiers, which number was increased in 987 by the Emperor Tai Tsung to 30." The taxicab was again to the front in 1027, when an account of the mechanism was given so late as the 14th century they read of a well-known poet who wrote a poem entitled "Ode to a Taxicab" in its praise; but whether it was actually in use under the Mongols, or at any later date, he was quite unable to say. Turning from the taxicab, Professor Giles referred to the "south-pointing chariot," the head of which many foreign students had heard China's claim to the discovery of the magnetic needle and its application to the mariner's compass. It was described as carrying the figure of a man, whose hand always pointed south, no matter which way the chariot was going. It was said to have been invented by the Yellow Emperor, more than 2500 B.C., in order to extricate his army from a dense fog which had been raised supernaturally by the enemy. What was meant was clearly a mechanical contrivance, and it evidently had nothing whatever to do with the compass. Professor Hopkins, of Cambridge, had been unable to reconstruct it from the specification given under the date A.D. 1027, and it was doubtful if this south-pointing chariot was ever made to work at all.

A model of the chassis of the taxicab, made by Professor Hopkins from the specification discovered by Professor Giles, was then exhibited to the audience. It was shown in actual working, and at regular intervals the revolving wheels caused a drum to be struck.

KING MANUEL'S BRIDE.

MARRIAGE ARRANGED WITH KING EDWARD'S NIECE.

The Lisbon correspondent of the London Daily Express telegraphing to his paper on the 14th inst. says:—

Many of the most important newspapers in Lisbon make the announcement that a marriage is being arranged between King Manuel and Princess Beatrice, the youngest daughter of the late Duke of Edinburgh and a niece of King Edward.

The *Secur*, the *Novidade*, and other papers state that there is hardly any doubt that the marriage will take place. Negotiations have been in progress between the British and Portuguese Governments for some weeks past, and official announcement is expected to be made at the banquet and ball to be given in honour of King Manuel at the British Legation on the 18th of the month.

It is understood that the marriage will take place in the summer. The matter has been referred to at the interviews between King Manuel and King Alfonso owing to the latter's close connection with the British royal family.

All the newspapers in making the announcement declare that the union will tend to tighten the ties between the two countries, and also to strengthen the British influence over the whole peninsula.

King Manuel, who came to the throne of Portugal under such tragic circumstances in February last year, will be twenty years of age on November 15 next.

Princess Beatrice, Leopoldine Victoria, the youngest daughter of the late Prince Alfred, Duke of Edinburgh and Duke of Saxe-Coburg-Gotha, is nearly twenty-five years old, having been born at Eastwell Park on April 20, 1884. Despite her title, she cannot be considered a German, but of mixed British and Russian parentage, her father being a brother of King Edward, and her mother a daughter of the Czar of Russia.

Princess Beatrice has not been much in England since her father's death and her mother's retirement to the Continent. She is tall and fair, like most of her family, and has decided talent for music and painting. Her tastes are thoroughly English, and, despite her long residence on the Continent, she has kept up her familiarity with a circle of English friends and relatives.

DAVID CORBAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

1674

THE ACME OF EGYPTIAN CIGARETTE PERFECTION.

DISTINCTIVE CIGARETTES

FOR

DISCRIMINATING SMOKERS.

IN 50'S & 100'S

HERMETICALLY SEALED BOXES

FROM ALL TOBACCONISTS.

3141

The Ship of the Desert
less famous than

Bouton Rouge
Felucca
EGYPTIAN CIGARETTES



A Luxury to the man of Taste.

These two Perfect Brands are made by Messrs. MASPERO FRÈRES in Cairo

Cognoscenti know that Egyptian Cigarettes are the purest, most fragrant and aromatic Cigarettes in the world and they must be made in Egypt where climatic conditions alone are favourable to their perfection.

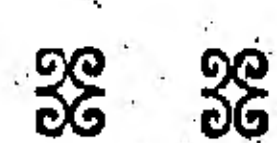
Sole Agents: British-American Tobacco Co. Ltd., Hong Kong.

London Office: 86, Strand.

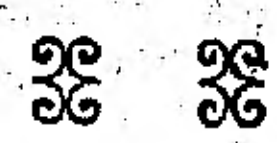
For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against Infection.



Perfect Personal Cleanliness.



Freedom from Skin Irritation.



Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Calvert's Carbolic Prickly-heat Soap

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need? Each suits the climate.

By Appointment to His Majesty the King.

When you feel thoroughly exhausted after a heavy day's work, begin your dinner with a BOVRIL Soup, and so ward off indigestion.

BOVRIL

stimulates the gastric juices and immediately strengthens and invigorates the whole system.

70-2

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION No. 1

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remedy which cleanses the system, removes impurities from the blood, and restores the vitality of the organs, and is especially adapted for the treatment of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is a remedy for the treatment of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 3 is a remedy for the treatment of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 4 is a remedy for the treatment of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 5 is a remedy for the treatment of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 6 is a remedy for the treatment of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 7 is a remedy for the treatment of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 8 is a remedy for the treatment of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 9 is a remedy for the treatment of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 10 is a remedy for the treatment of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

As Supplied to the House of Lords, and House of Commons.

THORNE'S OLD VAT

PER CASE \$15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS SUCH SINCE 1863.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD.

784

8

NOTICES TO CONSIGNEES

S.S. "CALEDONIAN,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex Havre ex "Caledonien" and "Medoc" from Bordeaux ex "Vila de Dunkerque" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimating is received from the Consignees before requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 22nd inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd inst., or they will not be recognized. All damaged packages will be examined on MONDAY, the 22nd inst., at 3 P.M.

No Fire Insurance has been effected. P. DE CHAMPORIN, Agent.

Hongkong, 15th March, 1909. [2]

NOTICE TO CONSIGNEES.
FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship
"GREGORY APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 15th March, 1909. [47]

THE BANK LINE, LIMITED.
NOTICE TO CONSIGNEES.

STEAMSHIP "CRAIGVAR,"
FROM SEATTLE, WASH.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading as soon as possible.

Consignees of cargo will please take notice that before delivery can be obtained, they must sign an Average Bond, which is lying at the Office of the Undersigned and pay a Deposit of six pence (6d.) per Quarter sack of Flour for contribution to General Average.

Delivery Orders will then be granted in exchange for Bills of Lading against which Consignees are requested to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.
Hongkong, 12th March, 1909. [8]

BANK LINE LIMITED.
NOTICE TO CONSIGNEES.

STEAMSHIP "GYMERIC,"
FROM SEATTLE, VICTORIA, VAN COUVER, YOKOHAMA, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.
Hongkong, 15th March, 1909. [8]

NOTICES TO CONSIGNEES

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM SINGAPORE AND NEW YORK.

THE Steamship

"BLOENFONTEIN."

Captain Linklater, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being loaded at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 17th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 11th March, 1909. [454]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer

"SUMATRA"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where no consignment will be sorted out. Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not claimed by the 18th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 11th March, 1909. [1]

NORDEUTSCHER LOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PHINX LUDWIG"

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 9.30 A.M.

All Claims must reach us before the 23rd inst., or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LOYD, MELCHERS & Co., General Agents.
Hongkong, 12th March, 1909. [5]

FROM EUROPE.

THE H.A.L. Steamship
"AMBRIA"

Captain Deinat, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th March, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 13th March, 1909. [467]

EAST ASIATIC COMPANY, LTD.
COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"TRANQUEBAR"

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th inst., will be subject to rent.

All broken chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 20th inst., at 9.30 A.M.

All Claims must reach us before the 24th inst., or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co., Agents.
Hongkong, 13th March, 1909. [6]

VESSELS ADVERTISED AS LOADING

VESSELS ON THE BERTH

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 19th March	Freight and Passage.
LONDON VIA USUAL PORTS	MACEDONIA	Noon, 20th March	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN	About 24th March	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Capt. F. J. Fox	About 27th March	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th March, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ICHANG"	On 17th March, 4 P.M.
TSINGTAI, WEIHAIWEI and CHEFOO	"HANYANG"	On 17th March, 4 P.M.
SHANGHAI	"LIAN"	On 18th March, 4 P.M.
TIENSIN	"HUICHOW"	On 18th March, 10 A.M.
NEWCHOWANG	"KWEIYANG"	On 19th March, 4 P.M.
CHEFOO and TIENSIN	"KUEICHOW"	On 20th March, 4 P.M.
SHANGHAI	"ANHUI"	On 21st March, 4 P.M.
CEBU and ILOILO	"KAIPOH"	On 21st March, 4 P.M.
MANILA	"TEAN"	On 23rd March, 3 P.M.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

REDUCED FARES: Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINTAN" leaving every Thursday and Sunday. Electric have excellent accommodation. Light throughout and Electric Fans in State-rooms and Dining Saloon. Fare including Wines \$40 Single and \$70 Return. Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage apply to—
HONGKONG, 17th March, 1909.

BUTTERFIELD & SWIRE, AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
ANPING via SWATOW, "SHOSHU MARU"	Capt. I. ICHI	WED'DAY, 17th March, at 8 A.M.
TAMSUI via SWATOW, "DALIN MARU"	Capt. Y. KANUMAKI	SUNDAY, 21st March, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 9th March, 1909.

T. ARIMA, Manager.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	WED'DAY, 17th March, at Noon.
"HAICHING"	SWATOW, AMOY & FOCHOV	FRIDAY, 19th March, at Noon.
"HAITAN"	SWATOW, AMOY & FOCHOV	TUESDAY, 23rd March, at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 17th March, 1909.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Wed'day, 17th March, Noon.
MANILA	"LOONGSANG"	Friday, 19th March, 4 P.M.
SHANGHAI	"KWONGSANG"	Saturday, 20th March, Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Tuesday, 23rd March, Noon.
TIENSIN	"CHIPSANG"	Tuesday, 23rd March, 4 P.M.
MANILA	"YUENSANG"	Friday, 25th March, 4 P.M.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 17th March, 1909.

GENERAL MANAGERS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAYRE, COPENHAGEN and ST. PETERSBURG	"CATHAY"	About 20th March.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	About Mid. of March.

For Further Particulars apply to
HONGKONG, 3rd March, 1909.

MELOCHERS & CO., AGENTS.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
COLOMBO, SUBZ AND PORT SAID.THE CO'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

ATSUTA MARU - (Capt. W. THOMPSON) - About Wed. 7th April.

MIYASAKI MARU - (Capt. W. BAINBRIDGE) - About Wed. 5th May.

KITANO MARU - (Capt. —) - About Wed. 2nd June.

HIRANO MARU - (Capt. H. FRASER) - About Wed. 30th June.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.
Hongkong, 24th February, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	INABA MARU Capt. R. Takeda,	6189	WED'DAY, 31st March at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	SHINANO MARU Capt. K. Kawara,	6388	TUESDAY, 30th March, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	NIKKO MARU Capt. M. Yagi,	5539	FRIDAY, 19th March, at Noon.
NAGASAKI, KOBE, and YOKOHAMA...	KUMANO MARU Capt. N. Matsumoto,	5076	FRIDAY, 16th April, at Noon.
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU Capt. N. Matsumoto,	5076	WED'DAY, 17th March, at Noon.
HANG HAI, MOJI and KOBE	YEBOSHI MARU Capt. B. Kon,	3798	THURSDAY, 18th March.
YETOROFU MARU	YETOROFU MARU Capt. K. Sato,	3949	FRIDAY, 19th March
KANAGAWA MARU	KANAGAWA MARU Capt. N. Ohno,	6169	SATURDAY, 20th Mar., at Daylight

* Omitting Yokkaichi.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 15th March, 1909.

T. KUSUMOTO, MANAGER.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
to STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.
and all North and South American Ports
Also via Adeu or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	STEAMERS	DATE
S.S. BRISGAVIA	...	23rd March
S.S. BELGRAVIA	...	31st March
S.S. SILESIA	...	15th April
S.S. SCANDIA	...	27th April
S.S. SENGAMBIA	...	10th May
S.S. SENGAVIA	...	17th May
S.S. ISTRIA	...	29th May

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 16th March, 1909.

Hongkong Office.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 20th Mar., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 27th Mar., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 8th March, 1909.

[14-174]

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of March	JAPAN	Second half of March
TJIMAH	JAVA	Second half of March	AMOY	Second half of March
TJILATJAP	JAVA	Second half of March	SHANGHAI	Second half of March
TJILWONG	JAPAN	First half of April	JAVA	First half of April
TJIPANAS	JAVA	First half of April	SHANGHAI	First half of April
TJIKINI	JAPAN	Second half of April	JAVA	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 12th March, 1909.

Telephone No. 375.

[18]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	On 29th March, p.m.
MARSEILLES VIA PORTS	"NERA"	On 30th March, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN"	On 12th April, p.m.
MARSEILLES VIA PORTS	"CALEDONIE"	On 13th April, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,

Hongkong, 17th March, 1909.

Queen's Building.

2

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE
BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwangchun), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchang), 3 hours from Tashihchiao Junction.
FUSHUN LINE—For the famous Fushun Collieries from Shichuan Junction.

ANTUNG-HSIAO LINE—A light railway from Mukden to Antung-Hsiao connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer

"KONG MARU" (2877 tons) sailing from Dairen every Monday and from Shanghai

every Friday, in connection with the South Manchurian Express and Trans-Siberian

Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "YAMATO").

At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENGTEU),

all managed by the Company and provided with every convenience, luxury, and

comfort.

TICKETS AGENTS in the FAR EAST and EUROPE: Messrs. THOS. COOK & SON

and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COAL

Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "MANCHURIA" Codes: A.B.C., 5th Ed., A.I., and Lieber's.

[137]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VORTS ROAD, HONGKONG.

Japan Office:—
14, WATER STREET, YOKOHAMA.

VESSELS ON THE BEAT

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE,"

will be despatched as above on or about

the 26th March, 1909.

For Freight or Passage apply

JARDINE, MATHESON & Co., LTD.,

Agents.

Hongkong, 24th February, 1909.

[378]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND HULL.

THE Steamship

"GLENROY"

Captain T. Darko, will be despatched as above

on MONDAY, the 29th March, 1909.

For Freight, apply to

MCGREGOR BROS. & GOW.

Hongkong, 9th March, 1909.

[444]

ON SALE.

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS. July to December,

1908. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS"

Office.

Hongkong, 21st January, 1909.

[12-3]



APIOLINE
(CHAPOTEAUT)
For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Solely at all Chemists.

POST OFFICE NOTICE

Correspondence for EUROPE, via SIBERIA, is forwarded from HONGKONG by all vessels sailing for SHANGHAI.

Approximate times of closing mails at Shanghai via Daini and Siberia.

26th March	at 11.45 a.m.
1st April	at 8.15 p.m.
8th April	at 10.45 a.m.
15th April	at 8.15 p.m.
22nd April	at 8.45 a.m.

The Public are informed that the Cash on Delivery service from the United Kingdom to Hongkong commenced on the 1st of February 1909.

The Delta, with the English mail of the 19th February, left Singapore on Saturday, the 18th instant, at 10.30 a.m., and may be expected here to-morrow, at 8 a.m. This packet brings replies to letters despatched from Hongkong on the 18th January, and the parcel mails closed in London for despatch by the all sea route on the 10th February, and for despatch overland on the 17th February.

FOR	PER	DATE
Swatow	Hainan	Wednesday, 17th, 11.00 a.m.
Nagasaki, Kobe and Yokohama	Kumano Maru	Wednesday, 17th, 11.00 a.m.
Shanghai	Hangang	Wednesday, 17th, 11.00 a.m.
Manila	Sui Tai	Wednesday, 17th, 1.15 p.m.
Saigon	Telemachus	Wednesday, 17th, 2.00 p.m.
Tientsin, Weihaiwei and Chefoo	Hangang	Wednesday, 17th, 3.00 p.m.
Shanghai	Hilary	Wednesday, 17th, 5.00 p.m.
Saigon	Buruga	Thursday, 18th, 10.00 a.m.
Manila	Victoria	Thursday, 18th, 11.00 a.m.
Samarang and Sourabaya	Yeboshi Maru	Thursday, 18th, 11.00 a.m.
Singapore, Colombo and Bombay	Fukui Maru	Thursday, 18th, 11.00 a.m.
Moji	Gymnecio	Thursday, 18th, 11.00 a.m.
Moji, Kobe, Yokohama, Victoria, Tacoma & Seattle	Sui Tai	Thursday, 18th, 1.15 p.m.
Shanghai	Linan	Thursday, 18th, 3.00 p.m.
Tientsin	Hutchins	Friday, 19th, 8.00 a.m.
Haiphong	Singam	Friday, 19th, 9.00 a.m.
Swatow, Amoy and Foochow	Hutchins	Friday, 19th, 11 a.m.

BURROUGH'S OLD TOM GIN

PER CASE

\$7.50

THE HIGHEST TYPE OF GIN AND SUPERIOR TO ANY IMPORTED.

SOLE AGENTS—

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

TO-DAY.

Sole, Goods and Chattels, Sales Rooms, Messrs Hughes & Hough, noon.

COMMERCIAL.

EXCHANGE CLOSING QUOTATION.

March 16th.

ON LONDON—	181
Telegraphic Transfer	181
Bank Bills, on demand	181
Bank Bills, at 30 days sight	181
Bank Bills, at 4 months sight	181
Credits, at 4 months sight	181
Documentary Bills 4 months sight	181
ON SHANGHAI—	218
Bank Bills, on demand	218
Credits, at 4 months sight	218
ON HONGKONG—	177
On demand	177
ON NEW YORK—	421
Bank Bills, on demand	421
Credits, at 60 days sight	421
ON BOMBAY—	130
Telegraphic Transfer	130
Bank, on demand	130
ON CALCUTTA—	130
Telegraphic Transfer	130
Bank, on demand	130
ON SHANGHAI—	75
Bank, at sight	75
Private, 30 days sight	75
ON YOKOHAMA—	84
On demand—Pescos	84
ON SINGAPORE—	164
On demand	164
ON BATAVIA—	124
On demand	124
ON HATYONG—	124
On demand	124
ON SAIGON—	87
On demand	87
ON YOKOHAMA—	111.35
ON SINGAPORE—	85.50
GOLD LEAF, 100 fine, per oz.	23.5
BAR SILVER, per oz.	23.5

SUBSIDIARY COTNS.

Chinese	20 cents pieces	\$8.02 discount.
Chinese	10	\$8.23
Hongkong	20	\$7.00
Hongkong	10	\$7.20

OPIUM.

March 15th.

Quotations are—	\$1,070/1,080 per picul.
Malwa New	\$1,090/1,100
Malwa Old	\$1,110/1,140
Malwa V. Old	\$1,150/1,180
Persian fine quality	\$1,020/1,050
Persian extra fine	\$880
Pacha New	\$1,000
Pacha Old	\$1,030
Burmese New	\$1,000
Burmese Old	\$1,000

VESSELS EXPECTED.

THE ENGLISH MAIL.—The P. & O. str. *Delhi* left Singapore for this port on the 13th instant at 10.30 a.m., with the outward English Mails, and is due here to-morrow at about 8 a.m.

THE CANADIAN MAIL.—The C.P.R. str. *Empress of Japan* arrived Shanghai at 4 a.m. on Tuesday the 16th inst., and left again at 4 p.m. same day for Hongkong, where she is due to arrive at 9 a.m. on Friday the 19th inst.

THE GERMAN MAIL.—The I.G.W. str. *Goeben* carrying the German Mails with dates from Berlin of the 24th inst., left Colombo on the 14th inst. p.m., and may be expected here on or about Thursday, the 25th inst.

THE AUSTRALIAN MAIL.—The I.G.W. str. *Prinz Sigismund* left Sydney on the 11th instant at 2 p.m., and may be expected here on or about the 31st inst.

THE INDIAN MAIL.—The Indo-China str. *Teikong* left Calcutta for this port via the Straits on the 7th inst., and may be expected here on or about the 23rd inst.

The Indo-China str. *Singam* from Calcutta and the Straits left Singapore for this port on the 13th instant.

The Indo-China str. *Loony* left Calcutta for this port via the Straits on the 12th instant, and may be expected here on or about the 28th inst.

MERCHANT STEAMERS.

The J.C.J. str. *Typhoon* left Macassar on the 9th instant, and may be expected here to-day p.m.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Nagasaki for this port on the 13th inst., and is expected here to-day.

The Austrian Lloyd's str. *Austria* left Singapore on the 11th inst. p.m., and is due here to-day.

The N.Y.K. str. *Kongwa Maru* (European Line) left Singapore on the 12th inst., and is expected here to-morrow.

The N.Y.K. str. *Tetsu Maru* (Bombay Line) left Singapore on the 11th inst., and is expected here to-morrow.

The E. & A. str. *Enslin* left Sydney on the 13th instant, for Manila and this port (via Queenland Port) and Port Darwin.

The Ben Line str. *Bendone* from Middlesbrough, Antwerp and London, left Singapore on the 13th instant for this port.

The str. *Moonmouthshire* left Singapore on the 14th instant at 7 a.m., and may be expected here on Friday next.

The N.Y.K. str. *Shinano Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 12th inst., and is expected here on the 21st inst.

The N.Y.K. str. *Wakamiya Maru* (Bombay Line) left Bombay for this port via Singapore on the 12th instant, and is expected here on the 1st prox.

MITSUBISHI GOSHI KAISHA. (MITSUBISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI HOJO, NAKAZUTSU, SAYO, SHINNEW and KAMIYAMA Collieries. SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

Special attention is invited to the fact that, MUTABE, the well known coal mine, near Kuratsu, has lately been taken over by the company, and is now being worked on a larger scale.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, A1, ABC 5th Ed., Western Union.

AGENCIES—YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GEARING & Co. MANILA: Messrs. MACONDRAY & Co.

For Particulars apply to H. OISHI, Manager, No. 2, Peddar Street, Hongkong, Hongkong, 9th January, 1909.

The most elegant and refined cigarettes in the World.

STATE EXPRESS CIGARETTES.

These delicious high-class cigarettes are totally distinct from any others obtainable. Their unique flavour—the flavour of the finest matured tobacco leaf in its natural state—is unequalled by any other brand. "State Express" are made for the smoker of cultured and discriminating taste.

VIRGINIA LEAF No. 555.

Sold at all good-class tobacco stores in Hong Kong and throughout the World.

ARDATH TOBACCO CO., LONDON, E.C., ENGLAND.

SHARE LIST.—QUOTATIONS.

HONGKONG, MARCH 16TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
Alhambra, Limited	300	\$500	\$50	Nominal
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$335, buyers
National Bank of China, Limited	99,925	27	26	\$51, buyers
Bell's Asbestos Eastern Agency, Limited	3,604	\$12 1/2	12 1/2	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$12, buyers
China Light and Power Company	50,000	\$10	\$10	\$5, sales
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$9.30, sales
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 115, buyers
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$9
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 89
Luon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 94
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 315
Dairy Farm Company	25,000	\$7 1/2	\$6	\$14, buyers
DOCKS AND WHARVES.—				
Hongkong & Kowloon Wharf & G. Co.	60,000	\$50	all	\$53, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$56, buyers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$91, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 88
Shanghai and Hongkong Wharf Co.	32,000	Tls. 100	Tls. 100	Tls. 175
Fenwick & Co., Limited	18,000	\$25	\$25	\$12, sellers
Green Island Cement Co., Limited	400,000	\$10	10	\$9.60, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$183, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$87, sellers
Hongkong Ice Company, Limited	5,000	\$25	all	\$200, sellers
Hongkong Milling Co., Ltd. (in Liquidation)	10,000	\$100	\$100	Nominal
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$24
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$260	\$50	\$187 1/2
China Fire Insurance Co., Limited	20,000	\$100	20	\$105, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87 1/2, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	50	\$310
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 97 1/2, buyers
Union Insurance Society, Limited	10,000	\$250	\$100	\$830, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$192 1/2, buyers
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	100	\$99, buyers
Humphreys' Estate and Finance Co.	150,000	\$10	all	\$83, buyers
Kowloon Land and Building Company	6,000	\$50	\$50	\$30
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 115
West Point Building Co., Limited	12,500	\$50	\$50	\$44, sellers
MINING.—				
Societe Francaise des Charbons de Tonkin	18,000	Fes. 250	all	\$590, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$81, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$14
Philippine Co., Limited	50,000	\$10	\$1	\$2
REFINERIES.—				
China Sugar Company, Limited	20,000	\$100	all	\$150, sellers
Luzon-Sugar Company, Limited	7,000	\$100	all	\$17, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$59, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$34, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$29 1/2, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$20, buyers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$4 1/2, buyers
Star Ferry Company, Limited	10,000	\$10	\$5	\$23 1/2
South China Morning Post	10,000	\$10	\$5	\$15, buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$24, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	12,000	\$10	all	\$9, buyers
Wm. Powell, Limited	3,000	\$7	\$7	\$21
Watkins, Limited	10,000	\$10	\$10	\$21
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$140
Weissmann, Limited	175	\$100	\$4	\$121
United Asbestos Oriental Agency, Limited	900,000	\$10	\$10	\$250
Union Waterboat Co., Limited	50,000	\$10	\$10	\$10, buyers

Loans. Amount. Value. Interest. Par. Chinese Imperial 1895 Tls. 767,200 Tls. 250 7 1/2 p. annu. Par.

VERNON & SMYTH, Share-Brokers.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with ISOPH CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1898.

STEAMERS PASSED THE CANAL.

Feb. 24th—*Erzherzog Franz Ferdinand*, Kanagawa Maru, Prinz Ludwig, 24th—*Atagawa*, Sunda. 27th—*Munster Castle*, Glenora, Nubia, Glenlogan, Peleus, Tydeus. March 3rd—*Benalder*, Indrioni, Peking. 6th—*Goeben*, Hakata Maru, Beulard, Mecklen. 10th—*Argonia*, Benarlich, China (Ans), Bombay Maru, Ernest Simon, Sydney, Nyassa, Tener. 15th—*Deucalion*, Peru, Polycarpus, Persia, Yang Tze.

ARRIVALS AT HOME.

March 12th—*Kawachi Maru*, Litzow.

SHIPPING IN PORT.

STEAMERS.

ALBION, German str., 3,376, Ernst, 1st March—Portland 28th Jan. and Moji 25th Feb.	Flour—Portland Asiatic Steamship Co.
ALBION, German str., 2,759, Lorenzen, 15th March—Kobe 9th Mar, General—Carlson & Co.	
BEGLOFF, British str., 1,933, Guy, 11th March—Moji 5th March, Coal—Gibb, Livingston & Co.	
CLARA JEBSEN, Ger. str., 1,112, J. Bendixen, 7th March—Haiphong 2nd and Holhow 5th March, Rice—Jensen & Co.	
ERROLL, British str., 2,889, L. James, 28th February—Bangkok 21st Feb. Ballast—Dodwell & Co.	
FEICHO, Chinese str., 965, Panamora, 13th March—Shanghai 10th March, General—Chinese.	
FUKUI MARU, Japanese str., 3,087, Midgane, 15th March—Moji 14th March, Coal—Mitsui Bussan Kaisha.	
FUKUZA MARU, Jap. str., 1,946, S. Kusavaki, 15th March—Moji 8th March, Coal—Matsui Bishi Goshi Kaisha.	
GREGORY APCAR, British str., 2,603, Belson, 15th March—Moji 11th March, General—David Sassoon & Co.	
GYMERIC, British str., 2,575, J. C. Hall, 15th March—Manila 12th March, General—Dodwell & Co.	
HANGANG, British str., 1,356, S. Wilda, 13th March—Shanghai 7th March, General—Jardine, Matheson & Co.	
HANYANG, British str., 1,287, Trowbridge, 9th March—Daly and Chefoo 4th March, Bulk and Beans—Butterfield & Swire.	
HILARY, German str., 1,756, Hatje, 8th March—Sourabaya 19th March, Sugar—Sander, Wieler & Co.	
HUICHOW, British str., 1,217, E. Forsyth, 15th March—Tientsin 7th March, General—Butterfield & Swire.	
KIANG PING, Chinese str., 1,222, Udden, 10th March—Chinkiang 5th March, General—Tung Lee & Co.	
KUMANO MARU, Jap. str., 3,147, N. Mathieson, 15th March—Melbourne 17th February, General—Nippon Yusen Kaisha.	
KWELIN, British str., 1,200, W. B. Brown, 15th March—Wei-hai-wei 14th Mar., General—Butterfield & Swire.	
KWYANG, British str., 1,062, M. Dawson, 10th March—Chinkiang 6th Mar., General—Butterfield & Swire.	
LIAN, British str., 1,352, C. Williams, 14th March—Shanghai 11th March, General—Butterfield & Swire.	
LOONGSANG, British str., 1,092, S. J. Payne, 10th March—Hailo 6th March, Sugar and Wool—Jardine, Matheson & Co.	
MARIE JENSEN, German str., 1,356, Pedersen, 7th March—Saigon 25th February, Rice—Jensen & Co.	
MATHILDA KORNER, Ger. str., 1,847, Dahlers, 10th March—Moji 3rd March, Coal—Jensen & Co.	
MATHILDE, German str., 851, Ulderup, 13th March—Hongay 9th and Holhow 11th March, Coal—Jensen & Co.	
MONGOLIA, American str., 1,538, Henry E. Morton, 15th March—San Francisco 16th February, General—P. M. S. S. Co.	
PHEUMPER, British str., 1,069, J. H. Scott, 10th March—Saigon 5th March, Rice and General—Chinese.	
PHANANG, German str., 1,662, F. v. Mangoldt, 15th March—Bangkok and Swatow 14th March, Rice—Butterfield & Swire.	
RAJAH, German str., 1,275, Petersen, 14th March—Bangkok & Kohsiang 7th Mar., Rice and Seat—Butterfield & Swire.	
SAXONIA, German str., 4,350, F. Bahle, 13th Mar.—Amoy 11th March, General—Hamburg-America Linie.	
SHOBU MARU, Japanese str., 999, I. Ijichi, 14th March—Amoy 10th via Amoy 11th and Swatow 13th March, General—Osaka Shosen Kaisha.	
SURUGA, British str., 2,727, Chubb, 12th March—Manila 8th March, General—Dodwell & Co.	
TAISHAN, British str., 1,173, J. T. Laing, 13th March—Saigon 9th March, Rice, Meal & General—Bradley & Co.	
TAMBA MARU, Japanese str., 3,502, C. H. Butler, 15th March—Japan 5th March, General—Nippon Yusen Kaisha.	
TELEMACHUS, Brit. str., 1,340, Edwards, 2nd March—Saigon 25th February, Rice—Chinese.	
THORNDY, Norwegian str., 1,090, J. Jorgensen, 5th March—Moji 1st March, Salt Herrings and General—Jardine Matheson & Co.	
TIRODAS, Dutch str., 2,953, C. Zwart, 14th March—Kobe 7th March, General—Java-China-Japan Line.	
TRUNTH, German str., 762, J. C. Hansen, 13th March—Haiphong and Hoihow 12th March—Jensen & Co.	
VENUS, American str., 668, G. Baerisner, 28th Feb.—Manila 24th Feb.—Jorge & Co.	
VICTORIA, Swedish str., 969, Thar, Eckert, 9th March—Saigon 20th Feb., Sugar—Fander, Wieler & Co.	
WONKAT, German str., 1,119, W. Rohrer, 13th March—Bangkok 5th March, Rice and Wool—Butterfield & Swire.	
YOSHIDA MARU, Jap. str., 2,356, Nakanawa, 5th March—Moji 25th March, Coal—Ataka & Co.	